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Is in the market, and is being sold at a very low price. The seeds are of the best quality, and are guaranteed to be true to name. The prices are very low, and the quantities are large.

A. S. WATSON & CO. LIMITED.
The Hongkong Dispensary.
Established A.D. 1841.
Hongkong, 4th September, 1893.

NOTICE TO CORRESPONDENTS.
Only communications relating to the news columns should be addressed to "The Daily Press," and should be sent to the Editor, 41, Queen's Road Central, Hongkong. All other communications should be addressed to the Editor, 41, Queen's Road Central, Hongkong.

The Daily Press.
HONGKONG, SEPTEMBER 12TH, 1893.

QUIN a storm in a teacup has been raging in Australia with reference to Chinese immigration. It had been supposed by persons at a distance that the law for preventing the landing of Chinese in Australia had worked perfectly, for their numbers had not increased, and that the influx of the "Yellow Terror" had been effectively stopped. South Australia has taken alarm, however, at the discovery that there is a leakage from the crews of vessels arriving from China to the extent of 700 a year. It might have been thought that this number was not much to make a fuss about, but it has led to formal correspondence between the Premier of the respective colonies and in one case the correspondence has taken rather an angry turn. The initiative in the matter was assumed by South Australia. Mr. Kingston, the Premier, seems by some means to have arrived at the conclusion that New South Wales was the Colony through which the leakage took place. This, he says, arises through Chinese seamen being allowed to be discharged at Sydney without payment of the poll-tax or regard to the tonnage limitation, and he reminds Sir George Dibbs, the Premier of New South Wales, that five years ago an understanding was arrived at that New South Wales should be brought into strict harmony with the other colonies on the question, but that nothing has been done to redeem these promises, and the present difficulty is the result. Mr. Kingston continues: "If you consider your Act as sufficient, will you kindly administer it accordingly? If not, this is an additional reason for the request which we feel bound to repeat." Mr. Kingston repeats that New South Wales will discontinue her long-standing obligation to assimilate her Chinese legislation to that agreed to at the Sydney conference. All this was covered by telegram. Sir George Dibbs, speaking to a Press representative, characterized it as a grossly impertinent telegram and not correct in fact, the law in New South Wales having been founded on the recommendations of the Sydney conference and faithfully administered. Mr. Kingston was then seen by an Adelaide reporter, to whom he said that he could hardly believe Sir George Dibbs had been correctly reported, but that he had no present intention of saying anything which would prevent the New South Wales Premier's early recovery to the equality necessary to the due appreciation of the requirements of inter-colonial co-operation.

The Sydney Morning Herald naturally takes up the case of New South Wales and attempts to show that the leakage is more likely to take place in other Colonies, than in New South Wales, besides the

restriction of one passenger to each 300 tons, no immigrant could possibly be landed without paying a poll-tax of 2100, whereas in South Australia or Victoria there is no poll tax and the restriction is one Chinese passenger to each 500 tons, so that Chinese arriving off the coast of Australia, whether as able-bodied seamen or in any other capacity, might be distributed in quite a legitimate way around many of the Colonies. Into South Australia, for example, or Victoria, they might enter without any demerit, arriving by coastal steamers in the proportion of four at a time by a steamer of two thousand tons—a process which, if continuing two or three times a week, might account for a leakage far greater even than the seven hundred a year complained of by Mr. Kingston.

But, as our contemporary very pertinently asks, is it worth while creating such a noise over what at the worst is but a comparatively trivial thing? A real influx of Chinese is not likely to come by "leakage," and our contemporary points out that, notwithstanding everything, the number of Chinese in the colonies is steadily decreasing. In the year succeeding the legislation of 1885 as many as a hundred and thirty Chinamen left the colony of New South Wales, for every one that entered it. The year following forty-two times as many, and the year after that thirty-four times as many, left for China as those who entered the colony, and the effect is still steadily proceeding. The fact is the same in all the colonies. The last census showed that there were only 41,534 Chinese in the seven colonies of Australia. That number was less by 2,172 than ten years before, a decrease which is greatly accelerated by the restrictive legislation in force in the latter half of the decade. Assuming that it is all true that seven hundred a year find an entrance into the colonies in the manner stated, they represent but a fraction of the number of those leaving the colony every year for China.

South Australia, however, is determined to have none of the leakage, or to make a show of having none, and according to latest advice the Government was about to bring into operation clause 6 of the Chinese Restriction Act of 1885, providing that any Chinaman entering the colony overland without a permit shall be liable on conviction to a penalty in addition to his being deported to the colony whence he came. The Act was also to be more strictly administered by the Customs, who were to follow it, out to the letter, so that a steamer under 1,500 tons register calling at Port Darwin will not be able to carry more than two Chinese passengers except in the case of Chinese naturalised in South Australia or holding exemption certificates issued by South Australia. Even the Port Darwin papers, usually friendly to Chinese, looks at the measure with alarm, and speaks of the Act as a "curse" and "a nuisance." No allowance of any kind is made for immigrants who have become naturalised in any other part of the continent but South Australia, and a Chinaman may be lawfully naturalised citizen of Sydney, Brisbane, or Melbourne, and still be ineligible to call at Port Darwin, even as a through passenger, on a ship arriving from China! Our contemporary appropriately asks, could anything be more absurd in the way of fraternal inter-colonial legislation?

The correspondence published in another column shows conclusively the absurdity of the Morpione Bill as it stands at present. The Bill comes for second reading at the meeting of the Legislative Council to-day and doubtless the Attorney-General will announce that the measure is to be entirely remoulded and confined exclusively to its main and only justifiable object, namely, the suppression of the dens which exist for the purpose of morphine injection. That these places should be swept out of existence is desirable, alike on moral, sanitary, and financial grounds, for they encourage a vicious habit, constitute a danger to health, and prejudice the opium revenue. But how the idea of interfering with the sale of opium is difficult to understand, for even a child must see the absurdity of making it illegal to buy twenty-five cents' worth of paragon without first going to a doctor and paying five dollars for a prescription. It is equally absurd to make the possession of a hypodermic syringe a criminal offence, for these articles are used for the injection of many remedies besides morphine, and are likewise used for such harmless purposes as the preservation of butterflies, birds, etc. A more glaring instance of attempting to legislate in total ignorance of the subject to which the proposed legislation is intended to refer would be difficult to find. Fortunately the mistake has in this instance been pointed out in time so that no great harm has been done.

The German gunboat Wolf arrived yesterday from Saigon.

The Duke of Newcastle arrived at Yokohama by the Oceanic on the 20th ult.

There were 1,823 visitors to the City Hall Museum last week, of whom 183 were Europeans.

The O. & O. steamer Galle, with mails, &c., from San Francisco to the 26th ultimo, has arrived at Yokohama, and leaves for this port tomorrow.

The Russian ship-of-war Vitz, which went ashore two or three months ago near Goussou, has it is reported, been sold at auction for 10,500. The purchaser was Mr. Hattisato, of Nagasaki.

The N. P. steamer Tacoma arrived at Yokohama on the 10th inst. from Tacoma, and will sail for this port yesterday. The Victoria sailed from Yokohama on the 10th inst. on her voyage to Victoria, B.C., and Tacoma, Wash.

We take the following from the London and China Express:—Li Hong-chang, the late Chinese Viceroy, is reported to be in the Hongkong and Shanghai Bank, but the Viceroy pretends that he can do without it. He does not like the idea of a loan on a gold basis, and 5 or 6 per cent. is the interest of 43 as offered last year—a sharp rate, no doubt, considering that the Chinese loan rate is 6 per cent. a year.

The Foreign Office sent to the Manchester Chamber of Commerce the opinions of about 100,000 of the Chinese, and referred to in the Hankow Consular report. The Secretary, in reply, writes:—These will be preserved for the inspection of members of the Chamber and others, and an announcement of this fact will be published. It may interest you to know that the Chinese cloth is a light "donkey" cloth, and is of the best quality.

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We are indebted to the Spanish Consul for a copy of the following telegram received from Manila at 5:25 p.m. yesterday:—There is a typhoon in the N.W. of Luzon travelling N.W.

The R.M.S. Empress of India arrived at Nagasaki at 7 a.m. yesterday and left again at 4:30 p.m. for Vancouver via Kobe and Yokohama. The R.M.S. Empress of Japan arrived at Yokohama at 10 a.m. yesterday and left again at 3 p.m. for Hongkong via Kobe, Nagasaki, and Shanghai.

Touching the question of the English steamship Galle and two others, who were accused of making drawings of the fortifications at Kaitum, it was found, says the Japan Gazette, that the English Consul, Mr. Hattisato, could apply to the English Consul for their trial, they had sailed away in their ship.

A Government order has been issued at Manila directing that when any of the departments are contracting for the purchase of coal, for which a quality not superior to that of Australian, Japanese, or Borneo is required, preference is to be given to Philippine coal, provided it can be procured for an equivalent price having regard to its calorific power.

The Observatory yesterday morning notified a typhoon near the Ryukyu Channel, and in the afternoon (2:25 p.m.) the following notice was issued:—The centre of the typhoon has entered the Southern part of the Ryukyu Channel and is at present approaching the South-east coast of Japan. Let us be on the alert. The black drum was hoisted, signifying that the typhoon was within three hundred miles of the Colony.

The Band of the 1st Shanghai Light Infantry will play the following programme at 8 o'clock:—1. "The Star of the East." 2. "The Star of the East." 3. "The Star of the East." 4. "The Star of the East." 5. "The Star of the East." 6. "The Star of the East." 7. "The Star of the East." 8. "The Star of the East." 9. "The Star of the East." 10. "The Star of the East." 11. "The Star of the East." 12. "The Star of the East." 13. "The Star of the East." 14. "The Star of the East." 15. "The Star of the East." 16. "The Star of the East." 17. "The Star of the East." 18. "The Star of the East." 19. "The Star of the East." 20. "The Star of the East." 21. "The Star of the East." 22. "The Star of the East." 23. "The Star of the East." 24. "The Star of the East." 25. "The Star of the East." 26. "The Star of the East." 27. "The Star of the East." 28. "The Star of the East." 29. "The Star of the East." 30. "The Star of the East." 31. "The Star of the East." 32. "The Star of the East." 33. 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TO LET.
FRONT OF FIRST FLOOR of No. 10, QUEEN'S ROAD CENTRAL, suitable for Office or Residence.
 Apply to **LINSTEAD & DAVIS.**
 Hongkong, 1st September, 1893. [1916]

TO LET.
ELGIN VILLA, No. 11 CAINE ROAD.
 Apply to **LINSTEAD & DAVIS.**
 Hongkong, 8th September, 1893. [1868]

TO LET.
A SMALL GODOWN AT WAGONWAI.
 Apply to **LINSTEAD & DAVIS.**
 Hongkong, 23rd March, 1893. [1708]

TO LET, FURNISHED.
 (WITH POSSESSION ON 1st OCTOBER NEXT).
THE FIVE-ROOMED HOUSE, on MOUNT KELLY, the Peak, known as "Wagonwai."
 Apply to **MAGWEN, FRICKEL & CO.**
 Hongkong, 4th September, 1893. [1946]

TO LET, FURNISHED.
 From 1st October.
"STOLZENFELS," THE PEAK, formerly occupied by Mr. G. H. COX.
 Apply to **C. J. DAILY PRESS OFFICE.**
 Hongkong, 31st August, 1893. [1909]

TO LET.
NO. 1 SEYMOUR TERRACE.
 OFFICES IN VICTORIA BUILDINGS.
 No. 2 SEYMOUR TERRACE.
 THIRD FLOOR in No. 2, QUEEN'S ROAD. ROOMS IN COLLEGE CHAMBERS.
 Apply to **DAVID SASSON, SONS & CO.**
 Hongkong, 12th September, 1893. [1273]

TO LET.
DWELLING HOUSES.
 "BURNBEE," GLENVIEW.
 "THE WILDERNESS," CAINE ROAD.
 "NOBMAN COTTAGE," ROBINSON ROAD.
 No. 4, RIFON TERRACE, BONHAM ROAD.
 No. 2, 3, & 4 CHANCERY LANE.
 FLOORS IN JUTE BUILDING.
 FLOORS IN ELGIN STREET, PEEL STREET, and STANTON STREET.
 FLOORS IN No. 5, SHELTER STREET.
 No. 14, KENTFORD STREET, KOWLOON.
 No. 4, VICTORIA VIEW, KOWLOON.
 Nos. 11 and 12, COOMBS ROYAL, MAGAZINE GATE - FURNISHED.
 OFFICES - FIRST and SECOND FLOORS No. 4, QUEEN'S ROAD CENTRAL, over the Bank of China, Japan, and Siam Limited.
 PRAYA CENTRAL, over Messrs. Douglas Lippard & Co.'s.
 GODOWNS - BLUE BUILDINGS.
 Apply to **HONGKONG LAND INVESTMENT & AGENCY CO., LD.**
 Hongkong, 8th September, 1893. [1929]

TO LET.
THE HOUSE, No. 39, ELGIN STREET, or part thereof, furnished or unfurnished. Rent moderate.
 Apply to **THE MEDICAL HALL.**
 Hongkong, 5th September, 1893. [1918]

TO LET.
NOS. 3 and 4, QUEEN'S GARDENS.
 OFFICES and CHAMBERS in PEDDER'S STREET, No. 2.
 Apply to **G. C. ANDERSON.**
 Hongkong, 1st June, 1893. [1238]

TO LET.
THREE airy and commodious ROOMS with Outbuildings to be used as Dwelling-house or Office. Rent \$30 including taxes.
 Apply to **SCHERER & CO.**
 Hongkong, 22nd July, 1893. [1923]

TO LET.
DESIRABLE HOUSES at MAGAZINE GATE, Low Rates.
 For particulars, apply to **R. C. WILCOX.**
 Hongkong, 16th April, 1893. [1954]

TO LET.
COMMODIOUS GODOWN on PRAYA EAST.
 Apply to **SIEMSEN & CO.**
 Hongkong, 5th April, 1893. [831]

TO LET.
A GODOWN in WAGONWAI, No. 1, PRAYA EAST, next to the Aile de la Ste. Enface.
 Apply to **ARNOLD, KARBURG & CO.**
 Hongkong, 12th August, 1893. [1783]

TO LET.
A SMALL GODOWN in STANLEY STREET.
 Apply to **STANLEY STREET, No. 30.**
 Hongkong, 1st September, 1893. [1917]

TO LET.
NO. 1, ALBANY (Six Rooms).
 Apply to **LINSTEAD & DAVIS.**
 Hongkong, 1st September, 1893. [1918]

PRIVATE BOARD AND RESIDENCE.
 Apply to **Mrs. GILLANDERS.**
 12, "Glenview Buildings," Wagonwai Street.
 Hongkong, 8th June, 1893. [1815]

HONGKONG HOTEL COMPANY, LIMITED.
SUMMER CHARGES.
 JUNE, JULY, AUGUST, and SEPTEMBER, \$75 per Month.
 for BOARD and LODGING in Rooms facing Pedder Street or to the Eastward. FURNISHED ROOMS without Board \$45 per Month.
 Apply to **MANAGER and/or SECRETARY, HONGKONG HOTEL.**
 Hongkong, 20th May, 1893. [1182]

BEKANNTMACHUNG.
 DIE EINTRAGUNGEN in das Handelsregister sowie anderweitige Bekanntmachungen des Kaiserlichen Konsulats werden im Jahre 1893, durch die Zeitungen "The HONGKONG DAILY PRESS" in Hongkong und "Der OBERAUSWÄRTIGE LLOYD" in Shanghai veröffentlicht werden.
 Canton, den 15. December, 1892.
 DER KAISERLICHE KONSUL.
 BUDLER. [2643]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, PENANG, AND CALCUTTA.
THE Company's Steamship
"KUSANG."
 Captain Bowyer, will be despatched on above TO-DAY, the 12th inst., at 4 P.M.
 For Freight or Passage, apply to **JARDINE, MATHESON & Co.**
 General Managers.
 Hongkong, 8th September, 1893. [1893]

FOR SHANGHAI.
THE Steamship
"NINGPO."
 Captain Th. Lehmann, will be despatched for the above port TO-DAY, the 12th inst., at 4 P.M.
 For Freight or Passage, apply to **SIEMSEN & Co.**
 Agents.
 Hongkong, 9th September, 1893. [1971]

FOR YOKOHAMA AND HOGO.
THE Steamship
"LAWANG."
 Captain F. von Blom, will be despatched for the above port TO-DAY, the 12th inst., at 4 P.M.
 This Steamship has superior accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.
 For Freight or Passage, apply to **SIEMSEN & Co.**
 Agents.
 Hongkong, 9th September, 1893. [1972]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
 (UNDER THE CONTROL OF THE AUSTRIAN GOVERNMENT).
STEAM TO SHANGHAI AND KOBE.
THE Company's Steamship
"MARQUIS BACQUEHEM."
 Captain G. Lander, will be despatched for the above places TO-MORROW, the 13th inst., at Noon.
 For Freight or Passage, apply to **C. ZANELLA.**
 Agents.
 Hongkong, 7th September, 1893. [15]

FOR SINGAPORE, HAVRE, AND HAMBURG.
 (Calling at Naples for Landing Passengers if sufficient inducement offered).
 (Taking Cargo at through rates to Antwerp, Amsterdam, Rotterdam, London, Oporto, London, Liverpool, and Bremen.)
THE Steamship
"AGLAI."
 Captain G. Peterson, will be despatched for the above ports TO-MORROW, the 13th inst., at 4 P.M.
 This Steamship has superior accommodation for First and Second Class Passengers and carries a Stewardess.
 For Freight or Passage, apply to **SIEMSEN & Co.**
 Agents.
 Hongkong, 4th September, 1893. [1946]

CHINA NAVIGATION COMPANY, LIMITED.
FOR MANILA, VIA AMOY.
THE Steamship
"SUNGKIANG."
 Captain Doyle, will be despatched TO-MORROW, the 13th inst., at 5 P.M.
 For Freight or Passage apply to **BUTTERFIELD & SWIRE.**
 Agents.
 Hongkong, 11th September, 1893. [1880]

"MOGUL" LINE OF STEAMERS.
FOR KOBE AND YOKOHAMA.
THE Steamship
"MAODUFF."
 Captain Porter, will be despatched on above on or about TUESDAY, the 12th inst.
 For Freight or Passage, apply to **DODWELL, CARLILL & Co.**
 Agents.
 Hongkong, 8th September, 1893. [1954]

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship
"TANTALUS."
 Captain Jones, will be despatched on above on SATURDAY, the 10th inst.
 For Freight or Passage, apply to **BUTTERFIELD & SWIRE.**
 Agents.
 Hongkong, 11th September, 1893. [1857]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.
MAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES.
MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.
VIA INLAND SEA OF JAPAN AND HONOLULU.
PROPOSED SAILINGS FROM HONGKONG.
 GARIO (via Nagasaki, Kobe, Inland Sea, and Yokohama) THURSDAY, Sept. 29 at 1 P.M.
 BIRAO (via Nagasaki, Kobe, Inland Sea, and Yokohama) THURSDAY, Oct. 26 at 1 P.M.
 OORANIC (via Nagasaki, Kobe, Inland Sea, and Yokohama) TUESDAY, Nov. 14 at 1 P.M.

THE Steamship "GARIO" will be dispatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, and YOKOHAMA, on THURSDAY, the 26th SEPTEMBER, at 07 P.M. Connection being made at Yokohama with Steamers from Shanghai.
 Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.
 Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of America. Rates and particulars of the various routes may be obtained upon application.
 Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.
 Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs at San Francisco.
 For further information as to Passage and Freight apply to the Agency of the Company, No. 72, Queen's Road Central, Hongkong.
J. S. VAN BUREN, Agent.
 Hongkong, 7th September, 1893. [19]

NORDBUTSCHER LLOYD.
STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN, and HAMBURG.
PORTS IN THE LEVANT, BLACK SEA, and BALTIC PORTS.
ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, and SOUTH AMERICAN PORTS.
THE Company's Steamers will call at SOUTHAMPTON TO LAND PASSENGERS and CARGO.
N.B. - CARGO MAY BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.
ON MONDAY, the 18th day of September, 1893, the Company's Steamship "GALLIA," Captain W. v. Schuckmann, will proceed to VICTORIA, B.C., and TACOMA, via SHANGHAI, INLAND SEA, KOBE, and YOKOHAMA.
 Shipping Orders will be granted till Noon on SATURDAY, the 16th Sept. Cargo and Special will be received on Board until Noon on MONDAY, the 18th Sept., and Parcels will be received till Noon on TUESDAY, the 19th Sept. Consignments of Cargo are required. No Parcel Receipts will be signed at less than \$2, and Parcels should not exceed 70 lbs. weight.
 The Steamer has splendid Accommodation, and carries a Doctor and Stewardess. Linen can be washed on board.
 For further information as to Passage or Freight apply to the Agency of the Company, No. 72, Queen's Road Central.
J. S. VAN BUREN, Agent.
 Hongkong, 7th September, 1893. [16]

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.
FOR SHANGHAI DIRECT.
 (Taking Cargo and Passengers at through rates for SHANGHAI, HANKOW, TIENTSIN, HANKOW, and PORTS on the YANGTZE).
THE Company's Steamship
"ORIENT."
 Captain Harvey, will be despatched on above on SATURDAY, the 10th inst.
 For Freight or Passage, apply to **BUTTERFIELD & SWIRE.**
 Agents.
 Hongkong, 9th September, 1893. [1974]

OCEAN STEAMSHIP COMPANY.
FOR SHANGHAI VIA AMOY.
 (Taking Cargo and Passengers at through rates for SHANGHAI, HANKOW, TIENTSIN, HANKOW, and PORTS on the YANGTZE).
THE Company's Steamship
"ORIENT."
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 Agents.
 Hongkong, 9th September, 1893. [1974]

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